

PETRO MARINE SERVICES OPERATIONS MANUAL



KENSINGTON FUEL DEPOT Berner's Bay, Alaska

Prepared in compliance with Code of Federal Regulations, Title 33, Part 154.

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1 THE GEOGRAPHIC LOCATION OF THE FACILITY

Berner's Bay: The facility is located on the northern part of Berner's Bay, approximately 40 miles north of Juneau, Alaska on the east side of Lynn Canal. The geographic coordinates are:

Latitude: 58°46' 49.2''N

Longitude: 135° 00' 39.3''W.

A site plan is provided in Figure 1.

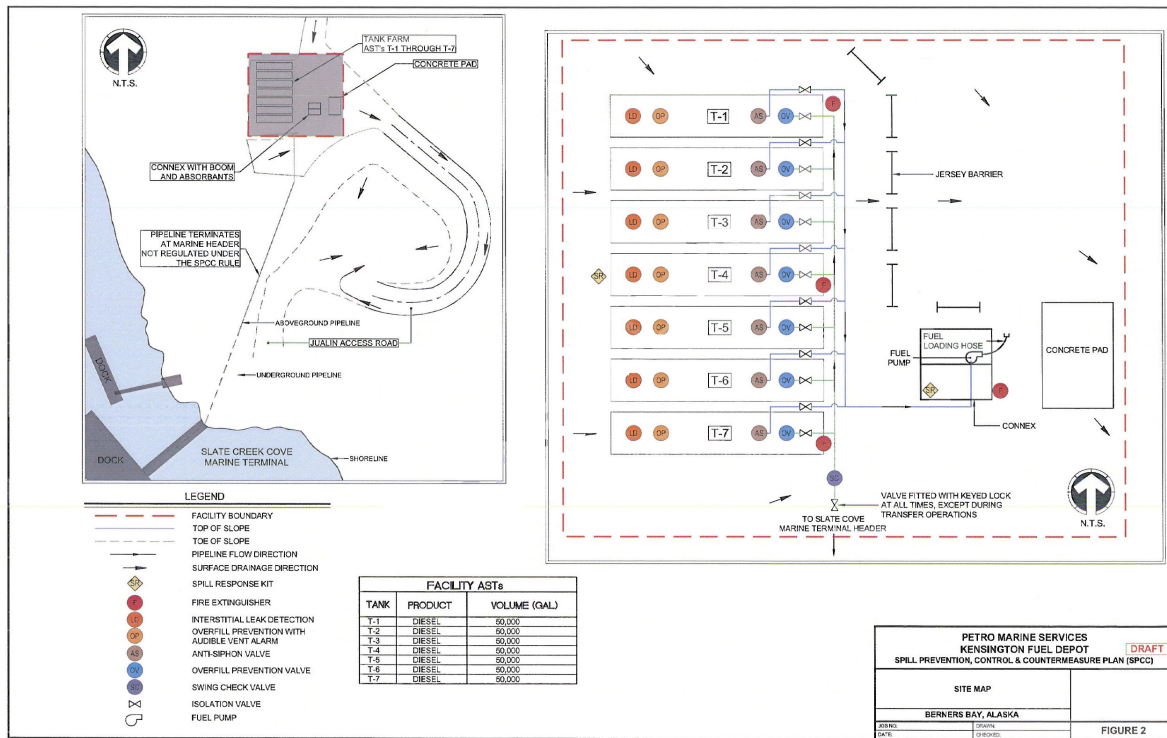
2 A PHYSICAL DESCRIPTION OF THE FACILITY INCLUDING A PLAN OF THE FACILITY SHOWING MOORING AREAS, TRANSFER LOCATIONS, CONTROL STATIONS, AND LOCATIONS OF SAFETY EQUIPMENT.

The major features of the facility include:

- a) Four steel pile dolphins with a central steel access ramp to accommodate fuel barges up to 300 ft in length. There is a single 3in diesel fuel header located at the land end of the steel access ramp with a spill pan.
- b) Seven 50,000 gallon portable fuel tanks mounted on skids, each with integral secondary containment with overfill prevention devices, high level alarms, interstitial monitoring and external tank level gauges.
- c) Two portable 20ft shipping containers container pumps, filters, a generator, equipment and parts storage, testing bench and associated materials.
- d) A tank truck loading area adjacent to the shipping containers.
- e) The facility is lighted during all transfer operations at the dock and at the truck area, as appropriate.

The facility distributes its products to delivery trucks only.

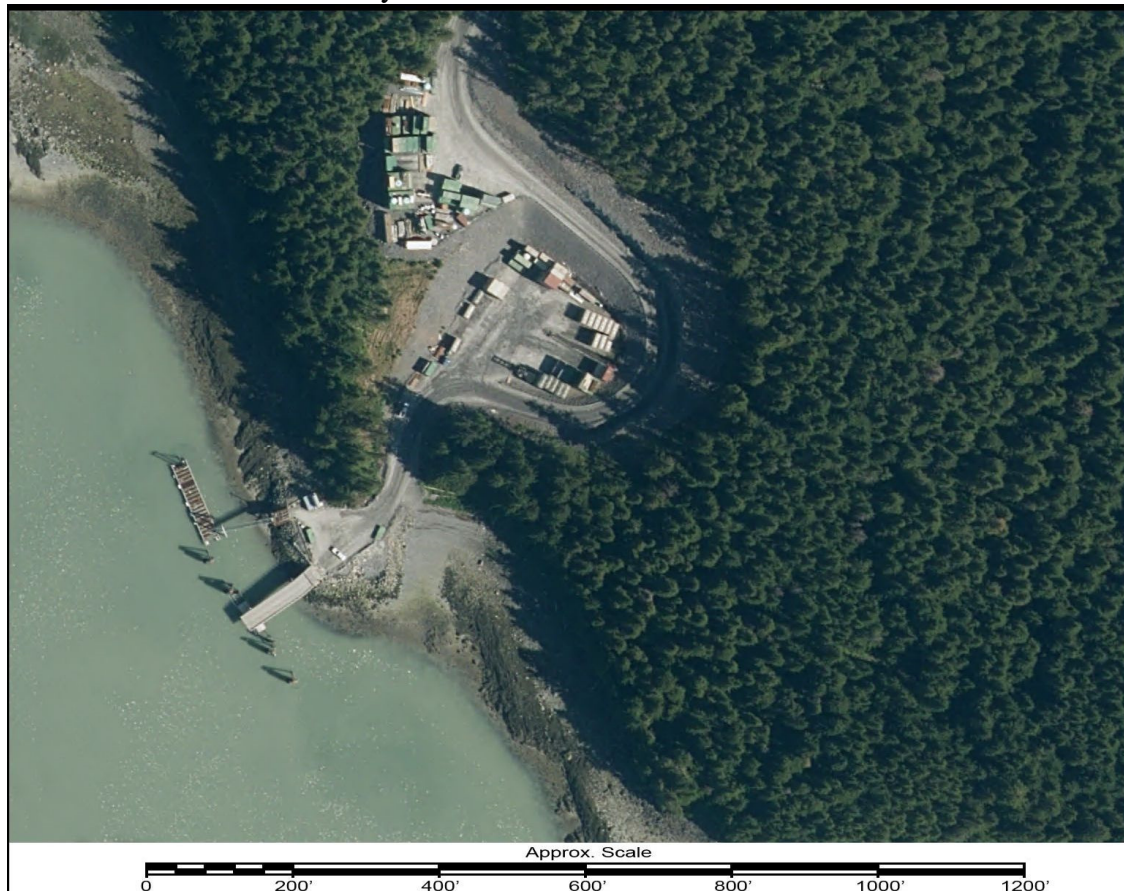
Figure 1 Site Plans



Overall Site Characteristics

(insert)

Tank Farm and Immediate Vicinity



The facility may receive product from PM-230, DBL54, DBL55 and other barges. The facility receives product approximately twelve times per year and receives approximately 250,000 gallons each trip.

Typical daily operations are as follows: Open the facility at 7:00 a.m. Walk through the tank yard to inspect and open tanks for the day. Valves to specific locations in the facility are unlocked/opened to allow the fuel to be dispensed. The tank truck loading area is manned as needed during the opening procedure and daily operations. At the close of the day the closing procedure is the opposite of the opening procedure. Meter totals and tank inventories are taken for inventory control of that day. All respective valves are closed and locked and the shipping containers are secured, closed, and locked. The tank truck is parked on the concrete pad, valves inspected to ensure they are closed and the truck is locked. Daily throughput will vary, but an estimate of the average is 15,000 gallons through the tank truck loading system.

Table 1 shows the tank list and capacities for the facility.

3 KENSINGTON FUEL DEPOT HOURS OF OPERATION

Daily, all year: 7:00 a.m. –7:00 p.m.

4 THE SIZES, TYPES AND NUMBER OF VESSELS THAT THE FACILITY CAN TRANSFER OIL TO OR FROM SIMULTANEOUSLY.

There will be no secondary marine transfers of fuel at this facility. The facility is capable of receiving cargo from one vessel at a time and that barge will be 230-300ft in length with a total capacity of 25,000 – 52,000 barrels.

5 PRODUCTS TRANSFERRED AT THE FACILITY

i) No. 2 Diesel Fuel

ii) Cargo Information:

FUEL OILS (No. 2 Diesel)

a) Name as listed in Table 30.25 of 46 CFR: Fuel Oil No. 2

b) Appearance: Pale Yellow/Green or water-clear liquid

c) Odor: Diesel Oil

d) Hazards

- Fire: Product is combustible
- Threshold Limit Value: 5 mg/m³ - (oil mist) TWA
- Effects of Overexposure: Inhalation of high vapor concentrations may result in eye and respiratory irritation, dizziness, and possibly unconsciousness depending on length of exposure. Prolonged or repeated skin contact may result in irritation and dermatitis.

e) Precautions to be taken in handling and storing:

- Do not handle or store near flame, heat, sparks, or strong oxidants. Store as NFPA Class II B Liquid.
- Other precautions: NIOSH toxicologic and epidemiologic findings suggest "potential occupational carcinogenic hazard exists in human exposure to diesel exhaust." Follow good hygienic practices in using this product.

f) Procedures for Spills, Fire or Exposure:

Spills:

- Shut off the source
- Keep people away
- Contain and clean up the spill
- Notify public safety and pollution control agencies as required.

Fire:

- On small fires, use dry chemical or carbon dioxide
- On large fires, use water spray or foam; cool exposed tanks with water

Exposure:

- Flush exposed skin or eyes with plenty of low pressure water for 15 minutes. See physician. Skin contact: wash thoroughly with soap and water; remove soiled clothing and wash before reuse.
- INGESTION: DO NOT INDUCE VOMITING! See physician.

6 THE MINIMUM NUMBER OF PERSONS ON DUTY DURING TRANSFER OPERATIONS AND THEIR DUTIES

A minimum of two personnel will be present when cargo deliveries are made, the Person-in-Charge and the watchman. Duties of the two personnel are listed below.

i) **Duties of the Person-in-Charge are:**

- a) Hold conferences with ship's officer to assure a mutual understanding of operations.
- b) Establish communications. Transfer operations are not to start until cleared by the Person-in-Charge for both the facility and vessel.
- c) Be available to direct operations for a safe transfer. Transfer operations will be under continuous supervision and control.

- d) Conduct facility inspection in accordance with the Declaration of Inspection (DOI) and complete and sign the DOI.
- e) Be sure sufficient tackle and supports are provided for cargo hoses.
- f) Monitor the pumping pressure to avoid exceeding the maximum pressure allowed.
- g) Periodically inspect for oil sheens on the water around the dock and vessel.
- h) Verify valves are closed at the end of the transfer operation.
- i) Verify the cargo hose is drained before storing.
- j) Verify the drip pan is empty before and after the transfer.
- k) Supervise critical oil transfer operations, such as connecting the hose, starting transfer, topping off, stopping the transfer, and disconnecting the hose.
- m) Verify warning signs are displayed.

ii) **Duties of the Tank Watchman are:**

- a) Display warning signs.
- b) Be sure the drip pan is empty before starting the transfer.
- c) Assist in connecting the hose.
- d) During darkness, have a portable light available.
- e) Prior to the transfer, inspects tanks and valves.
- f) Periodically check the tank farm operation during transfer.
- g) Have the appropriate tools available.
- h) Monitor product level in the tank when topping off.
- i) Perform other duties assigned by the Person-in-Charge

7 THE NAMES AND TELEPHONE NUMBERS OF FACILITY, COAST GUARD AND OTHER PERSONNEL WHO MAY BE CALLED BY THE EMPLOYEES OF THE FACILITY IN AN EMERGENCY.

Petro Marine Telephone Numbers

NAME	WORK	HOME	CELL	RESPONSIBILITY
Jim Cawdrey	586-4400	523-9930	321-5037	Incident Commander/Logistics
Eric Masters	586-4400	789-7079		Deployment skiff operator
Ron Etheridge	586-4400	463-8498		Deployment skiff operator

Kensington Mine Telephone Numbers

NAME	WORK	HOME	CELL	RESPONSIBILITY
Stuart Tracy				
Ed Cossland				
TBD				

Note: these people will normally be contacted via radio

Local Emergency Telephone Numbers

NAME	PHONE NO.	Pager/cell phone
FIRE DEPT. & POLICE DEPT	911	
State Troopers	465-4000	
CBJ Water	780-6888	586-2780
CBJ Harbormaster	586-5255	
Bartlett Memorial Hospital	586-2611	
DIPAC Hatcheries	463-5113	321-2212
FAA Air Traffic Control	789-7351	
ERA Helicopters	586-2030	
Coastal Helicopters	789-5600	

Qualified Individuals

Duties of the QI include:

- Activating and engaging in contracting with necessary oil spill removal organizations
- Acting as liaison with the pre-designated Federal On-Scene Coordinator
- Obligating, either directly or through pre-arranged contracts, funds necessary to carry out all required or directed oil response activities.

Name	Office	Home	Cell phone
Beckham, Jim	907-224-3190	907-224-3140	907-362-3141
Beckham, Cheryl	907-224-3190	907-224-3140	907-362-3140

Response Organization

AGENCY	PHONE #	PERSON CONTACTED	DATE	TIME
Qualified Individual (QI)	907-224-3190 24/7			
Nat'l Response Center	800-424-8802			
USCG Sector Juneau	463-2450 / 800-478-5555			
ADEC-Juneau	465-5340 / 800-478-9300			
EPA (24 hour)	206-553-1265			
SEAPRO	888-225-7676 (24/7)			
AK Department of Natural Resources (ADNR)	451-2678 (24hrs) 269-8548 (wk.)			
ADNR, Land & water	269-8548 or 269-8565			
ADNR, Habitat	269-0185			
ADNR, Archaeology	269-8715 or 269-8723			
INSURANCE BROKER Kirk Leadbetter Marsh USA	276-5617, 276-6292 fax			
PSC Environmental LLC Waste Management Services	907-272-9007			
NOAA Scientific Support	271-3593			
US Fish & Wildlife	586-7240			
Alaska Dept. Fish & Game	465-4288			
LEPC, Juneau	586-0221			
SERC	428-7000			

One call to ADEC covers all notification for the State of Alaska. Notification is forwarded to all interested state agencies

8 THE DUTIES OF WATCHMAN REQUIRED BY SECTION 155.810 OF CHAPTER 1, OF TITLE 33, CFR (TANK VESSEL SECURITY).

Petro Marine Services does not provide watchmen for tank vessel security. The vessel operator will be required to maintain surveillance of that vessel by using a person who is responsible for the security of the vessel and for keeping unauthorized persons off the vessel.

9 A DESCRIPTION OF EACH COMMUNICATION SYSTEM REQUIRED BY THIS PORT.

Two-way hand held VHF Motorola radios are used during all transfers at the Kensington facility. Hand-held radios are used by the barge tankerman, the duty person at the fuel headers and the duty person at the storage area. All radios are intrinsically safe. All persons are in direct communications at all times. This communication link will be the means for signaling to stop the flow of oil whenever necessary; and in the event it fails, pumping will stop immediately and transfer operations will cease until communication is re-established.

The portable radios used will meet the Class I, Division I, Group D requirements as defined in 46 CFR 111.105-9.

10 LOCATION AND FACILITIES OF EACH PERSONNEL SHELTER.

There is one shelter on-site. This is the portable shipping container at the tank farm site, which contains first aid equipment and a copy of this manual and the oil spill contingency plan. Portable toilets are available at the dock area and the tank farm.

11 A DESCRIPTION AND INSTRUCTIONS FOR THE USE OF DRIP AND DISCHARGE COLLECTION AND VESSEL SLOP RECEPTION FACILITIES, IF ANY.

The connection at the barge fuel header has a steel drip pan of at least 2bbls capacity. From the drip pan, product may be transferred into 55 gallon drums and returned to the Juneau Bulk Plant of the fuel depot according to authorized procedure.

Each portable tank at the facility has integral secondary containment with interstitial monitoring, overfill protection valves, high level alarms and external level gauges.

12 A DESCRIPTION AND THE LOCATION OF EACH EMERGENCY SHUTDOWN SYSTEM.

The facility site plan depicts the location of the emergency shutdown. The cargo line has a block valve on shore at the dock approach to shut the line off on shore. The line also has a valve at the tank and the header. Every tank has a block valve on its cargo line which can be closed in an emergency.

During fueling operations, the Person-in-Charge will be in radio contact with an operator at the pump house on the barge. In the event of an emergency, the Person-in-Charge can order the operator to stop the pumps. At the same time, he can close the block valve at the fuel station, stopping the flow of fuel within 30 seconds.

13 QUANTITY, TYPE, LOCATIONS AND INSTRUCTIONS FOR USE OF MONITORING DEVICES, IF REQUIRED BY SECTION 154.525.

Monitoring devices are not required.

14 QUANTITY, TYPE, LOCATION, INSTRUCTIONS FOR USE, AND TIME LIMITS FOR GAINING ACCESS TO THE CONTAINMENT EQUIPMENT REQUIRED BY SECTION 154.545.

The Equipment List (Table 2) shows the containment and cleanup equipment owned by Petro Marine Services and stored at the facility. The time it takes to access the containment equipment located in a storage van is approximately 30 seconds. The oil barge will also have trained and qualified crew, boom and a skiff if required. Assistance is available from the primary response contractor:

SEAPRO 1-888-225-7676 (24 hours)

15 QUANTITY, TYPE, LOCATION AND INSTRUCTIONS FOR USE OF FIRE EXTINGUISHING EQUIPMENT BY SECTION 154.735 (d) OF THIS PART.

Table 3 lists the quantity, type and location of each fire extinguisher at the Kensington Fuel Depot.

16 THE MAXIMUM RELIEF VALVE SETTING (OR MAXIMUM SYSTEM PRESSURE WHEN RELIEF VALVES ARE NOT PROVIDED) FOR EACH OIL TRANSFER SYSTEM.

The oil transfer system at the Kensington Fuel Depot has a looped relief valve system where product exits the tanks. If pressure within the tanks rises, the relief valve opens, releases pressure and directs product through a loop back into the tank. These relief valves are set at 50 pounds per square inch (psi). The piping that carries product to and from tanks is hydrostatically tested each year to 225 psi to the valve at the tank. The maximum allowable working pressure is 150 psi. There are no pressure relief valves on this section of piping.

17 PROCEDURES

- i) Operating Each Loading Arm: There are no loading arms at this facility.
- ii) Transferring Oil: The transfer conference, schedule of product transfer, and Declaration of Inspection are completed according to outlined procedures before connecting hoses. Warning signs are posted prior to the start of product transfer from tanker (or barge) to shore facility. For oil transfer procedures see the Kensington Fuel Depot Handbook.

Loading and unloading operations must be done only under the direction of a qualified Person-in-Charge, experienced in the work and completely familiar with the Depot and its equipment.

- iii) Completion of Transfer: After completion of pumping the valve to the dock line is closed, the header valve is closed and the hose disconnected and capped.

To prevent excessive pressure and possible rupture of the hose, upon completion of delivery of cargo to the Depot from a vessel, the vessel's valve is to be shut down first before closing the dock header valve. The terminal Person-in-Charge should ensure this procedure is followed whenever transfers are made through camlock connections.

When the transfer operation is complete, drain the hose into the vessel tanks and secure the piping to prevent spillage. Check all valves to be sure they are closed. Contain all drippings in drip pans when disconnecting the hose. After the hose has been removed, a cap is placed on the camlock connection and then locked so it can not be reopened.

- iv) Emergencies: Oil spills must be cleaned up immediately and should not be permitted to reach the water. Use the drip pan to protect against spills when disconnecting the hose. Product collected in the drip pan must be disposed of and the pan kept clean. If a large spill should occur or if oil enters the water, follow the procedures outlined in this manual. In the meantime, take such measures as are available to you to prevent further pollution or fires.

Constant vigilance is necessary to maintain fire and life-saving apparatus in condition to meet an emergency. The equipment may be needed only once, but it should be ready and available at all times. All appropriate personnel should be trained in its use.

In the event of fire, stop the flow of product immediately. Verify the safety of all personnel, call for help and fight the fire.

The Depot operator will direct all firefighting activities in cooperation with the Mine Safety personnel and with the ship's officer when a vessel is involved.

UNAUTHORIZED PERSONS

Unauthorized persons are not permitted in the area when a barge delivering cargo is mooring, is alongside, or is unmooring. Idlers and visitors must be directed to stay clear. A sufficient number of personnel to handle mooring lines must be on the dock when the barge arrives and departs. The Depot operator will be responsible for keeping unauthorized persons a safe distance from the hose and mooring lines.

STOP OTHER OPERATIONS

This paragraph not applicable and not used.

DECLARATION OF INSPECTION

It is the responsibility of the ship's officer to see that the product discharged from the barge is of the kind and in the quantity destined for the Depot and to discharge the product without contamination by any other product that may be on the barge. Before the cargo hose is connected, the ship's officer and the Depot Person-in-Charge will agree in writing by use of the Declaration of Inspection on the quantity of product to be discharged.

TERMINAL PERSONNEL DUTIES

It is the responsibility of the Depot Person-in-Charge to determine that there is sufficient space in the tanks to receive the quantity to be discharged; to see that the cargo hose is properly connected to the header; to see that the product discharged is going into the correct tank(s); and to see that the tanks are not permitted to fill beyond their approved capacities. The connecting of the hose to the barge's header will be done by the ship's

crew. Connecting to the wharf header will be done by Depot personnel. Barge personnel may occasionally assist Depot personnel to connect the hose to wharf header, but this is only to be done under the direct supervision of the Depot Person-in-Charge and all responsibility for this operation rests on the Depot Person-in-Charge.

COMMUNICATION

Communication between the Barge Person-in-Charge and the Depot Person-in-Charge will be by marine VHF portable radio. Two-way voice communication between these two will be maintained continuously throughout all phases of the transfer operation and under all conditions. Whenever communications fail, pumping shall be stopped immediately and transfer operations ceased until communications are re-established.

UNSAFE CONDITIONS

When, in the opinion of the ship's officer or of the Depot Person-in-Charge, conditions exist either aboard the vessel or on shore that would not permit safe loading or discharging operations, product handling shall not be started, or if it is already started shall be stopped, until conditions are safe. Particular care shall be taken to see that the ship and wharf are adequately illuminated at night to permit safe operations.

WATCHMAN STATIONED

Whenever product is being received, a watchman will be stationed at or near the tank being filled, in sufficient time prior to topping off to be able to signal when to stop pumping.

After having been notified of the vessel's readiness to discharge and before any movement of oil shall be permitted, verification must be obtained from the ship's officers that all safety regulations have been fully complied with.

TESTING CARGO HOSES

Use only sufficient hose when receiving from a barge to make connections to the vessel, with proper allowance for the rise and fall of the tide and the movement of the vessel. Hoses used for loading and discharging vessels must be tested periodically in accordance with current instructions.

Always examine the hose carefully before use. If it shows any defects, if the lining is frayed, or if there is any indication the lining is coming loose, do not use it until verifying its fitness. If there is any doubt about its suitability, do not use it. All condemned hose must be immediately marked "Condemned" and removed from the dock.

The pressure on hose through which product is transferred should not exceed 125 pounds per square inch. Pressure on the pumps of cargo vessels delivering products should be limited to a maximum of 125 psi.

CARELESSNESS CAN'T BE TOLERATED

Carelessness on the part of the Depot or the barge operator, or failure to observe the company's instructions for safe operation may result in personal injury, property damage or accidental discharges. Depot personnel will observe the rules for safe operations to avoid dangerous practices.

NO SMOKING

Smoking is strictly prohibited during fueling operations. "No Smoking" signs are conspicuously posted on the dock and at other areas of the facility where smoking is prohibited. Designated smoking areas, if any, will be so marked.

GOOD HOUSEKEEPING NEEDED

Care of Dock and Equipment: Good housekeeping is important in avoiding personal injuries and fire. The docks, approaches and equipment must be maintained in good condition. Loose or broken planking and piling must be repaired or replaced. Pipelines, valves, and hoses must be free from leaks and worn or damaged hose must not be used for products deliveries.

When not in use, hoses should be stored in such a way as to protect them from damage or deterioration and should not be placed so as to obstruct passageways.

The pipeline, hoses, and other operating equipment must be inspected frequently and defects corrected. All delivery hose must be periodically inspected, under pressure, for leaks.

Electric wiring, switches, fixtures, lights, and motors are always a potential fire hazard. Inspect this equipment frequently and immediately repair any defects. Repairs to the electric wiring and equipment should be installed and maintained in compliance with all local and state laws and regulations.

Block valves installed in the cargo pipeline should be closed when not in use. Valves located outside or valves that could be tampered with must be kept locked during off-duty periods.

18 PROCEDURES FOR REPORTING AND INITIAL CONTAINMENT OF OIL DISCHARGES.

Immediate action is required upon detection of any spill. If the spill is detected on land, on the dock or on the vessel's deck, the action should be designed to prevent the oil from entering the water. In all cases, the immediate response should be to stop the flow and contain the oil, thereby minimizing the effect of the spill.

- i) **Immediate Steps:** If a spill occurs, immediately do the following:

- a) Stop the flow of oil by closing the nearest valve between the flow and the source.
- b) Shut down all pumps.
- c) Check the safety of personnel.
- d) Notify the Mine Fire Personnel immediately by radio if fire hazard exists.
- e) Contain the spill, if possible.
- f) Start the notification process (notify the supervisor).

ii) **Notification Process:** The sequence of notification with telephone numbers is provided in the following material.

The Spill Observer notifies the supervisor and others listed as necessary. **See Section 7 for telephone number listings.**

iii) **Mobilization Action:** If immediate action does not contain the spill and remove the threat of additional contamination, the Depot Operator will proceed with mobilization.

- a) Continue containment operation with personnel on hand.
- b) Depot Operator again accounts for all personnel and verifies their safety.
- c) Implement the communication plan.
- d) Evaluate the progress and determine whether assistance is required.
- e) Obtain any additional assistance required.
(See Section 14 of this manual)

iv) **Containment Action:** Containment has been initiated in the immediate steps taken. More detailed instruction for various situations are given below:

- a) **Spill inside the Tank secondary containment:** Any spill occurring from a tank or pipeline within the diked area will be contained in the diked area. If the spill is from a pipeline, the valves closest to the puncture in each direction should be closed. All pumps in the damaged system should be shut off.
- b) **Spill Outside the Tank secondary containment:** Any spill from a pipeline or other equipment outside the diked area should be stopped from flowing

into the water if at all possible. Methods for doing this include blocking the flow with absorbents or digging a ditch or building a berm of earth or snow across the path of the flow. Ditches or berms should be constructed so as to either contain the total volume of the flow or divert it to an area where it can be contained.

- c) Spill from the Dock or Vessel into the bay: Initial reaction to a spill on the water is critical to its early containment. The conditions, such as wind and sea state, affect the action required. Every effort should be made to contain the spill in the immediate area of the vessel and the dock by deploying the floating containment booms as quickly as possible. Any oil that can be contained on the dock or on the vessel should be prevented from entering the water. The following actions are to be taken:
- Two people should deploy the containment boom with the deployment vessel. The boom should be anchored in front of the slick, downward from the direction it flows. The boom should then be deployed so as to encircle the slick or contain its movement.
 - Recovery should start immediately to prevent escape of the slick. The oil can be recovered by absorbents or skimmers, depending on its size. Storage of the recovered oil will have to be arranged immediately.

19 A BRIEF SUMMARY OF APPLICABLE FEDERAL, STATE, AND LOCAL OIL POLLUTION LAWS AND REGULATIONS.

i) The Federal Water Pollution Control Act, as amended by the Clean Water Act, prohibits the discharge of harmful quantities of oil into United States waters. Harmful quantity has been defined as any amount of oil on the water or adjoining shore which causes a sheen or can be felt. A violation of this law is punishable by a civil penalty of up to \$5,000. The law also requires notification of the U. S. Coast Guard immediately of any oil spill on U.S. coastal or harbor waters, regardless of the quantity spilled. Failure to notify the Coast Guard is a criminal offense and is punishable by a maximum fine of \$10,000 and/or one year in prison. Also, these laws provide whenever oil is discharged into U. S. waters, the United States has the authority to remove or arrange for the removal of the oil. The person responsible for the discharge from the vessel or facility may remove the oil spilled; however, if he does not, the government will do so at the spiller's expense.

ii) Alaska Statutes, Title 46, entitled "Water, Air and Environmental Conservation," prohibit the pollution of state land or water. Discharge of any petroleum product on land or water is specifically prohibited. All discharges of petroleum products must be reported to the Alaska Department of Environmental Conservation (ADEC) in accordance with the department's regulations (18 AAC 75.080 - 19 AAC 75.110). State statutes authorize both civil and criminal penalties for discharge of oil.

20 PROCEDURES FOR SHIELDING PORTABLE LIGHTING AUTHORIZED BY THE COTP UNDER SECTION 154.570 (c).

The facilities will have fixed lighting on the barge and at the dock for operations between sunset and sunrise. As this is a remote facility, portable lighting is required and will be used at the tank farm site to provide adequate lighting between sunset and sunrise per 33 CFR 154.570(c). Portable lighting may be used to supplement lighting at the dock or as a back up to the fixed lighting at the barge mooring location.

21 A DESCRIPTION OF THE TRAINING AND QUALIFICATION PROGRAM FOR PERSONS IN CHARGE.

Training for personnel will include supervised work experience and formal oil spill programs. This training and experience will include familiarization with this training manual, with the Federal Response Plan, the Depot Handbook and the site-specific Spill Prevention, Control and Countermeasures Plan. The Person in Charge will have a minimum of 48 hours operating experience in oil transfer operations as required by regulation. No one will be designated as the Depot Person-in-Charge until he has demonstrated the knowledge and ability to operate the Depot safely and responsibly.

Petro Marine Services employees assigned the responsibility for containment and cleanup will receive training from the Juneau Bulk Plant Manager. Training will include instruction in the operation, maintenance and deployment of both containment and cleanup equipment. Also, familiarization with the Federal Response Plan and orientation programs to emphasize the importance of immediate and appropriate response to any emergency situation will be included. Employees will be trained in all routine plant operations and will be familiar with the Operations Manual. The Plant Manager will keep close watch on the activity of all employees during the orientation and training period. Those who do not demonstrate the ability or desire to do first class work and to take their responsibility seriously will be dismissed. Only after satisfying the Plant Manager with performance will an employee be permitted to work without the strictest supervision.

Petro Marine Services will conduct a one-day oil spill control training program whenever necessary. Following is an outline of the one-day course.

- a) Overview of Federal Response Plan and Oil Spill Handbook.
 - Personnel Safety
 - Spill Reporting Procedures and Legal Requirements
 - Estimating Spill Size
- b) Spill Containment and Recovery Techniques and equipment
- c) Case Studies and Review of Scenarios Related to the facility
 - On-site handling of small spills
 - Interfacing with assistance on larger spills

- d) Field review of equipment operating characteristics and support needs
- e) Deployment exercises (with emphasis on booming and recovery operations)
- f) Review of training session
- g) Any other item the Captain of the Port requires to cover a particular condition at the facility will be added to the course.

22 HAZARDOUS MATERIAL TRANSFER HOSES AND THEIR MARKINGS

The cargo transfer hose shall be hydrostatically tested at least once each year to 1 ½ times their maximum allowable working pressure. The MAWP, test date, hose number and “oil service” or actual product will be stenciled on each hose.

23 PROCEDURES FOR TANK CLEANING OR STRIPPING

Not applicable.

TABLE 1
TANK LIST – KENSINGTON DEPOT

Tank			Volume	Date	Type of		
Nos	Diam	Length	Barrels	Constr'd	construction	Foundation	Product
1	12	65	1190	2014	welded steel	skid	ULSD2
2	12	65	1190	2014	welded steel	skid	ULSD2
3	12	65	1190	2014	welded steel	skid	ULSD2
4	12	65	1190	2014	welded steel	skid	ULSD2
5	12	65	1190	2014	welded steel	skid	ULSD2
6	12	65	1190	2014	welded steel	skid	ULSD2
7	12	65	1190	2014	welded steel	skid	ULSD2

TABLE 2
EQUIPMENT LIST – KENSINGTON DEPOT (TBD)

Quantity	Description	Location
Containment		
Recovery		
Temporary storage		
1	6,000 gal tank truck	Yard
3	6,000 gal. iso containers	Yard
Boats		
Utility vehicles		
Miscellaneous		
6	Assorted pipe leak-stop sleeves, 3 inch	Shipping container

TABLE 3

FIRE EXTINGUISHERS – KENSINGTON DEPOT

Quantity	Location	Type of Extinguisher
2	Loading Area	20 lb. ABC Dry Chemical
1*	Tank Farm	20 lb. ABC Dry Chemical
1*	Header Platform	20 lb. ABC Dry Chemical

*Extinguishers at these locations provided from shipping container upon opening tank farm/preparing for barge transfer.